

by Mike Haswell



4

touring car transformation

Yokomo YR4- 2

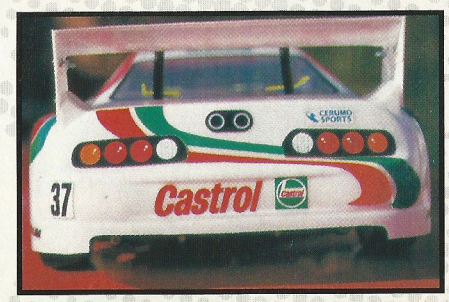
Yokomo are well-known for their World Championship winning four-wheel drive Off-road cars, as well as their little YR4 touring car. Their latest creation is the YR4 Two. This has a single noticeable change, Yokomo has switched to using a stick battery pack which is positioned down the right-hand side of the chassis, a system tried by CML, the Yokomo distributor, on the wide body YZ10 Touring Car, which Chris Grainger used to such good effect. The servo, receiver and speed controller fit comfortably down the left-hand side on the chassis and this helps give the car a low centre of gravity and an improved weight distribution.

version of the YR4, and is used to keep proper belt tension as well as absorbing any shocks from crashes etc. The front bumper has a large foam pad which not only protects the car in the event of an accident but also helps support the front of the bodyshell and stops it flapping as you go down the straight.

The shock absorbers are Yokomo's M type racing shocks which were also on the MC, although the German version of this kit comes with the Hi-volume black shocks.

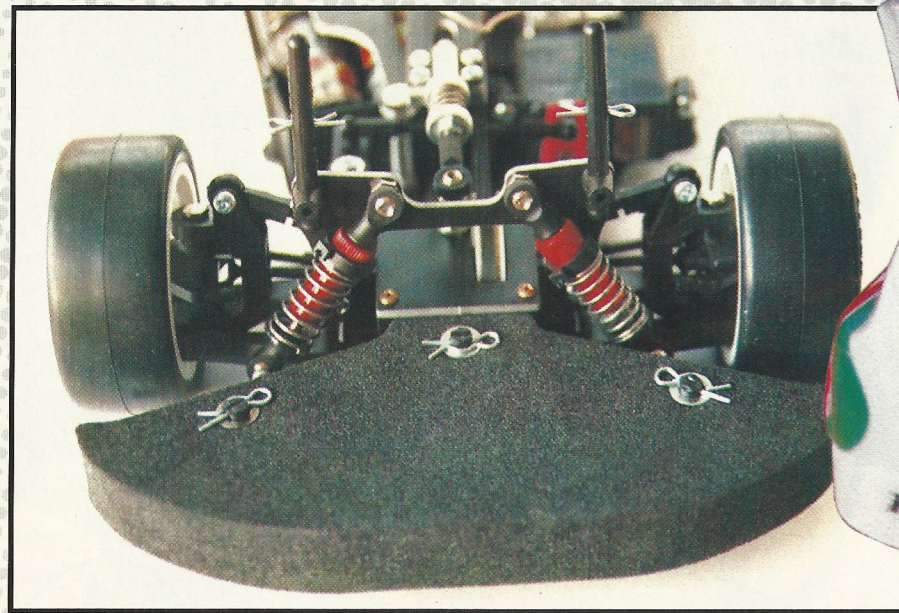
It's more efficient too

As the front-to-rear belt doesn't have to clear any batteries, it is more efficient, giving longer run times and higher top speeds. The all new top deck is easily removed or just swung-away for ease of maintenance and also improves the traction. The two keeps the centre shock absorber, first seen on the MC



Toyota Castrol Supra Celica, GT racer only, very tasty isn't it.





The alloy M shocks although of a small volume work very well.

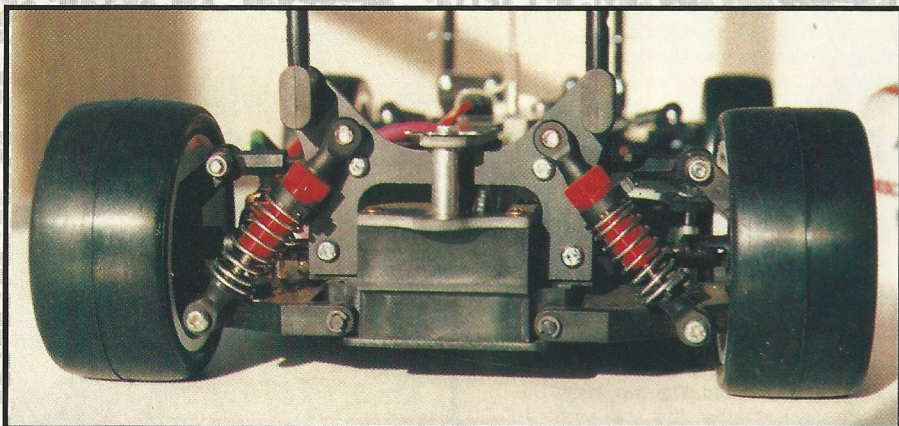
A fibreglass chassis

The kit comes with a fibreglass chassis as standard, but there is a carbon-fibre chassis on the options list and no doubt Yokomo will get round to releasing and all singing-and-dancing carbon-fibre kit. The four wheel drive is permanent but again there is an option to fit a one-way bearing to the front. The Two comes with ball bearings for all the wheel hubs and the diff hubs, in fact the only bushes in the drive train are situated in the middle of the diff pulleys, and also has steel universal joints all round. You will require a bodyshell as one isn't supplied and most hobby shops will do you a good deal when you buy the kit from them. If you want to run standard type hex-drive wheels then you will need to get some adapters.

Assembly

The instruction manual is nicely laid out in a nice, clear step-by-step format with exploded view diagrams with Japanese and English text

In standard form the two comes with wide rear tyres, please note you cannot race with them in any National series, but there fine for club use.

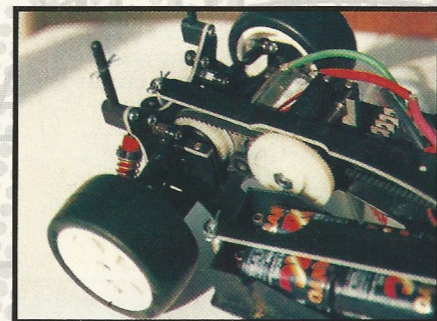


and represents Yokomo's best effort to date. If you follow the instructions, open the various bags only when you need them the building of the Two should pass relatively smoothly. It should be noted that the two diff pulleys both have space for twelve diff balls, so don't panic when you find you only have twelve diff balls to do both of the diffs, you only need to fit six in each. Having said that you will need some diff lube as none is supplied with the kit. The only other little hiccup occurred after fitting the shock absorber to the top deck, I found that when pushing on the shock absorber the 3mm locknut would stick in the gap and not allow the spring to return. Just take the shock absorber off and get a file and just open up the gap enough to allow the shock to return fully. All in all the total build time took about ten hours including fitting the radio gear and bodyshell.

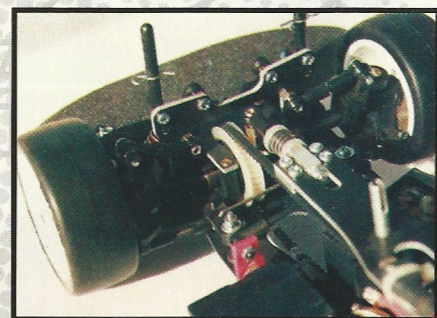
How Does It Perform?

Well the proof of the pudding is in the eating as they say and a review isn't really worth a huge amount unless the car is run. For the first time out the car was basically run as kit apart from running 40wt oil in the shocks, 1 degree of negative camber and Yokomo/HotLaps Narrow Beltec slicks all round with a Racecraft Audi A4 bodyshell. First impressions were very positive, despite a slightly slippery track, the

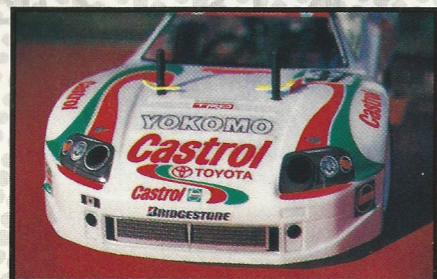
car was generating plenty of grip and even with permanent four-wheel drive the steering was still good. Unfortunately rain put paid to any further running, so it was home to watch the Daytona 500 and I thought Elliott was unlucky.



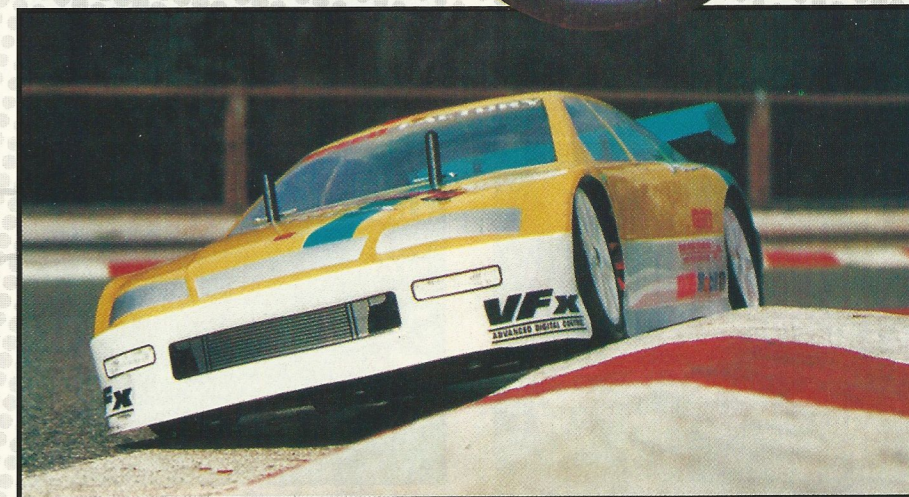
View of the rear drive train, working on the car is very easy.



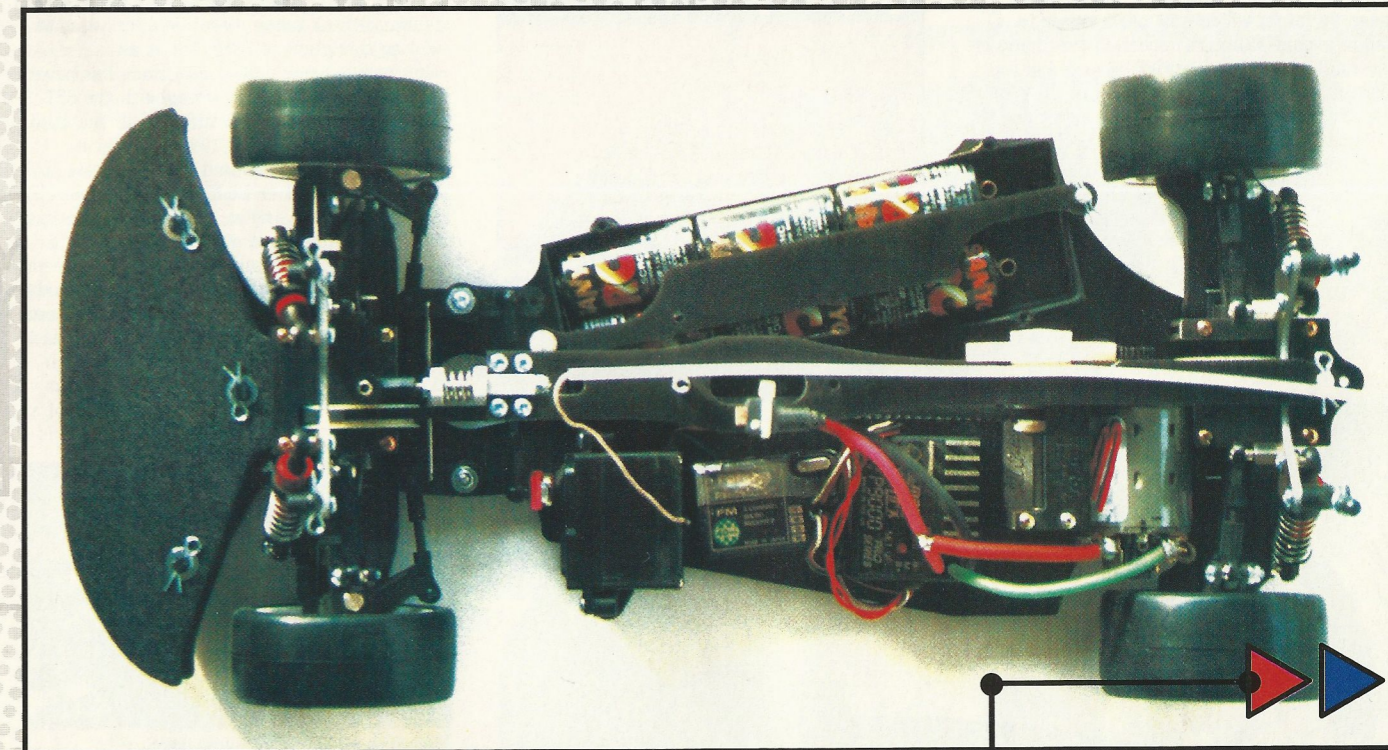
Front view, note the large foam bumper and the roll control damper in the top plate.

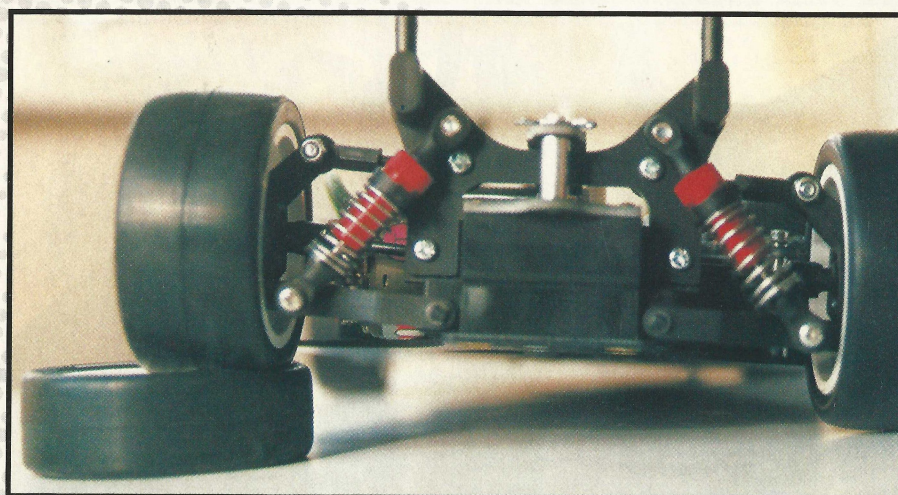


Next time out was the day before the fifth round of our Winter National Series at Stafford where some useful practice was had. The eventual set-up I finished up on was 40wt oil all round, kit springs on the front with 4mm preload and 6mm preload on the rear with some softer springs. The back end was still a little bit loose going into the top corner but I was able to borrow a HPI Honda Accord bodyshell from Chris "the ED" Deakin for my first qualifier. This definitely sorted the rear end problem and now the front was just pushing a bit, but we were in the "A" final albeit in tenth. A set of super-narrow Beltec were the suggested solution for this and on they went for round two (I suppose you do really want them back sometime Chris), unfortunately a brief shower



The YR4-2 with HPI Honda Accord shell, testing the curbs at West London.





had messed up the grip so no improvement there then. For round three the conditions were a lot better and the Two was going really well as we improved our time to move up one spot on the grid.

The A final saw us make a good start, avoiding a couple of incidents, getting up about fourth or fifth before being comprehensive punted out of the way and dropping to the back of the field. After that the handling wasn't quite as good as it had been and I picked up one spot to take ninth, a lap slower than my qualifying time.

Conclusion

All in all I felt that it had been a pretty good debut and I was happy with the overall performance of both car and driver. In some further testing I found the value of having that nice big foam bumper at the front when a young kid decided to run across the track just as I was going down the main straight at full speed!

Needless to say the kid bit the tarmac and the car stopped rather rapidly. To my great surprise the only damage done was to the bodyshell, it was a good job I had already taken by foto's, which now has a crease in it. Before anyone thinks of reporting me to any of the child protection agencies, yes the kid was okay. At a recommend retail price of £169.95 the YR4 Two has to represent the best value for money for a Scale touring car at the present time. The Yokomo YR4 Two is imported by CML Distribution Limited and available from good model shops across the land. **RRCI**



It doesn't roll.

The Testers Kit

Servo	KO 1001
Receiver	Futaba mini FM
Speedo	MRT HFX9000
Motor	AGR 11 Triple
Cells	GM VIS SCRC
Bodyshells	Fastrack Toyota Supra HPI Honda Accord
Tyres	Yokomo/Hot Laps Beltecs Narrow/Super-Narrow

Quick Spec

4WD. Dual Belt Drive. 95% Ballraced. Adjustable Ball Diffs. Steel Universal Joint Drive Shafts. Fibreglass Chassis and Top Deck. Alloy Motor Mount. Fully Independent Suspension. Wishbone And Top Link All Round. Turnbuckles. Oil Filled Coil Over Alloy Shocks. Slick Tyres. Multi-spoke Wheels.

